LISTING OF THE CLAIMS

1. (Original) A turnout for a railway track comprising a pair of spaced apart rails, the turnout comprising a raised track surface which is adapted to provide a path along which the wheels of a train can travel from one railway track to another, wherein the raised track surface comprises first and second portions and is arranged such that the wheels of the train are first raised by the first portion to a first rail crossing height and then lowered by the second portion to a height at a location between the pair of spaced apart rails of the railway track.

2. (Original) A turnout according to claim 1, wherein the raised track surface is adapted such that the wheels of the train are first raised to a rail crossing height in order for a first wheel to cross a first rail, then lowered to a height at a location between the pair of spaced apart rails, then raised to the rail crossing height in order for a second wheel to cross the first rail, then preferably lowered to a height at a location between the first and second railway tracks.

3. (Original) A turnout according to either of claims 1 or 2, wherein a pair of turnouts may be combined in order to form a crossover adapted to allow a train to be transferred from the first railway track to the second.

4. (Original) A turnout according to any preceding claim, wherein a pair of crossovers may be used in conjunction in order to allow a train to be transferred from the first railway track to the second railway track and back again to the first railway track.

5. (Original) A turnout according to any preceding claim, wherein the raised track surface is substantially non-intrusive and the raised track surface is provided with a supporting means to allow for passage of trains.

6. (Original) A turnout according to any preceding claim, wherein each first and second non-intrusive crossovers comprise a pair of turnouts, and preferably each pair of turnouts comprise a pair of rails which form the raised track surface.

7. (Original) A turnout according to any preceding claim, wherein each rail of the turnout further comprises at least a ramp surface.

8. (Original) A turnout according to claim 7, wherein each ramp surface is tapered from a short or no height end to a relatively tall height end.

9. (Original) A turnout according to either of claims 7 or 8, wherein each ramp surface comprises a linear taper from the short or no height end to the relatively tall height end which is of the same height as that of the first rail crossing height.

10. (Original) A turnout according to any of claim 7 to 9, wherein the relatively tall height end of the ramp surface is adjacent to an end of the raised track surface at its first rail crossing height, the two combining to provide a path along which the wheel is permitted to travel whilst maintaining a substantially equal distance between a pair of raised rails, which combined, form the raised track surface.

11. (Original) A turnout according to any of claims 7 to 10, wherein the ramp surface comprises a ramp for each rail of the railway track, such that both ramps incline substantially simultaneously, thereby minimising differential levels in relation to the respective rails.

12. (Original) A turnout according to any preceding claim, wherein at least a crossing portion of each rail of the raised track surface comprises a slot formed therein below a rail head portion, wherein the slot is arranged to lie over or around the rail being crossed and the rail head portion is releasably fixed to the said rail being crossed.

13. (Original) A turnout according to any preceding claim, wherein at least a crossing portion of each rail of the raised track surface comprises a railhead portion arranged to lie over or around a supporting member which in turn is arranged to lie over or around the rail being crossed.

14. (Original) A turnout according to claim 13, wherein the supporting member is arranged with its longitudinal axis being parallel to the rails of the parent rail.

15. (Original) A turnout according to either of claims 13 or 14, wherein the supporting member comprises at least an upper supporting member and at least a lower supporting member.

16. (Original) A turnout according to claim 15, wherein the upper supporting member is planar and has an upper surface attached to a lower surface of the crossing portion of the raised track.

17. (Original) A turnout according to either of claims 15 or 16, wherein at least a portion of the raised track surface is supported by the parent rail and a fixing means.

18. (Original) A turnout according to any of claims 15 to 17, wherein the upper supporting planar member is substantially wider than an existing rail of one of the first and second railway tracks.

19. (Original) A turnout according to any of claims 15 to 18, wherein the upper supporting planar member comprises a rectangular plate.

20. (Original) A turnout according to any of claims 15 to 19, wherein a pair of guide means are provided along at least a portion of the upper supporting member's length.

21. (Original) A turnout according to claim 20, wherein the guide means run parallel to the upper supporting member's longitudinal axis and project downwardly in order, in use, to straddle an existing rail of the first and second existing railway tracks.

22. (Original) A turnout according to any of claims 15 to 21, wherein a pair of lower supporting members are provided at either side of at least a portion of the existing rail.

23. (Original) A turnout according to claim 22, wherein the pair of lower supporting members combine to provide a substantially similar shape, width and position along the existing railway track as the upper supporting member, and are adapted to be releasably engaged thereto and releasably fixed thereto, wherein the lower surface of the upper supporting planar member lies on top of the uppermost surface of the lower supporting members.

24. (Original) A turnout according to claim 23, wherein the upper supporting member is moveably coupled to at least one of the lower supporting members by a hinge means.

25. (Original) A turnout according to claim 24, wherein the upper supporting member may be moved from the first to the second configuration by rotating the upper supporting member about the hinge means relative to the lower supporting member.

26. (Original) A turnout for a railway track comprising a pair of spaced apart rails, the turnout comprising a raised track surface which is adapted to provide a path along which the wheels of a train can travel from one railway track to another, wherein the raised track surface comprises a crossing rail portion adapted to cross over one of the spaced apart rails, the crossing rail portion being coupled to an upper supporting member which, in use, rests upon and is supported by at least one lower supporting member, characterised in that the upper and at least one lower supporting members are coupled to one another by a moveable mechanism.

27. (Original) A turnout according to claim 26, wherein there a pair of lower supporting members are provided which combine to provide a substantially similar shape, width and position along the existing railway track as the upper supporting member and the upper supporting member comprises a substantially planar member and the lower surface of the upper supporting planar member lies on top of the uppermost surface of the lower supporting members.

28. (Original) A turnout according to either of claims 26 or 27, wherein the moveable mechanism comprises a hinge mechanism arranged to permit the upper supporting member to move between a first configuration in which the upper supporting member is arranged in a substantially horizontal plane and rests upon the pair of lower supporting members over the

existing rail of the railway track and a second configuration in which the upper supporting member is remote from the existing rail such that a train wheel may bedriven along the existing rail in normal running.

29. (Original) A turnout according to any of claims 26 to 29, wherein the upper supporting member is moved from the first to the second configuration by rotating the upper supporting member about the hinge means relative to the lower supporting member.

30. (Original) A turnout according to any of claims 26 to 30, wherein normal running of a train along the first and/or second existing railway track(s) is selectively allowed, where the train does not travel between the first and second existing railway tracks by moving or removing one or more sections of the crossover from engagement with the first and/or second existing railway tracks.

31. (Original) A turnout according to claim 30, wherein the one or more moveable or removable sections comprise at least a ramp, a first raised portion of the raised track surface, at least an upper supporting member, and leaving in place the second lower portion of the raised track surface, and selectively includes at least one of the lower supporting members left in place.

32. (Original) A turnout according to any preceding claim, wherein the raised track surface comprises a plurality of rail members, one or more of which comprise a curved radius away from one of the railway tracks towards the other railway track.

33. (Original) A turnout according to claim 32, wherein the plurality of rail members combine to form a turnout having a substantially continuous rail surface and includes the following components:

the said first portion which includes a ramp member adapted to raise the train wheel to the rail crossing height;

a curved radius rail adapted to urge the train away from one of the railway tracks towards the other railway track;

the second portion which includes a further ramp member adapted to lower the train wheel to a lower height at, a location in between the pair of spaced apart rails of the railway track; another first portion which includes a further ramp member to raise the train wheel from the lower height to a rail crossing height; and

a crossover rail adapted to allow the train to pass over an inner rail of the first existing railway track at the raised height.

34. (Original) A turnout according to claim 33, wherein the turnout further comprises another second portion which includes a further ramp member adapted to lower the train wheel to a lower height at a location between the inside rails of the first and second railway tracks.

35. (Original) A turnout according to either of claims 33 or 34, wherein at least a portion of the raised track surface is supported in the lateral and or vertical direction at a plurality of locations along its length by a support device.

36. (Original) A turnout according to claim 35, wherein the support device comprises a plurality of sleeper supports and more preferably comprises a plurality of pot sleeper arrangements.

37. (Original) A turnout according to any of claims 33 to 36, wherein the one or more turnouts are temporary turnouts non-intrusive turnouts.

38. (Original) A turnout for a railway track comprising a pair of spaced apart rails, the turnout comprising a raised track surface which is adapted to provide a path along which the wheels of a train can travel from one railway track to another, wherein the raised track surface comprises a ramp member to permit a wheel of a train to enter the raised track surface, the ramp member comprising:

a fixing mechanism to releasably secure the ramp member to one of the spaced apart rails;

an upper ramp surface which in use provides a rail surface for a tread of the wheel to traverse; and

a lead-in portion which is arranged at one side of the said one of the spaced apart rails, wherein the lead-in portion comprises an upper rail surface which, in use, is inclined at an angle to the horizontal axis and which provides a rail surface for a portion of the tread to traverse.

39. (Original) A turnout according to claim 38, wherein the upper rail surface of the lead-in portion is arranged to lie at one side of the said one of the spaced apart rails and has an outermost end which is arranged to be located at a height lower than the upper rail surface of the said one of the spaced apart rails and an innermost end which merges into the rest of the upper rail surface of the ramp member.

40. (Original) A turnout according to either of claims 38 or 39, wherein the portion of the ramp member which merges from the lead-in portion to the rest of the upper rail surface is also arranged at an angle between the transverse direction of the rail surface and the longitudinal axis of the rail surface.

41. (Original) A method of transferring a train from one railway track comprising a pair of spaced apart rails to a second railway track comprising a pair of spaced apart rails, the method comprising the steps of:

providing a raised track surface having a first portion which comprises a raised portion and a second portion which comprises a lower portion provided at a location between the spaced apart rails of the railway track, where the raised track surface, is adapted to provide a path along which the wheels of the train can travel from the first to the second railway track;

driving the train along the first track and onto the raised track surface, wherein the first raised portion of is of a sufficient height such that the wheels of the train are arranged to clear the pair of spaced apart rails of the railway track; and

continuing to drive the train onto the second lower portion of the raised track surface.

42 (Original) Apparatus for facilitating Single Line Working on a second railway track to clear a first railway track for maintenance or other purposes, the apparatus comprising a first non-intrusive crossover and a second non-intrusive crossover being spaced apart from the first non-intrusive crossover in the direction of the longitudinal axis of the pair of railway tracks, and

which provide an undulating path along which wheels of a train can travel from the first to the second railway track and from the second to the first railway track characterised in that the non-intrusive crossovers comprise removable portions and fixed portions and the undulating path is adapted such that said fixed portions do not project above a specified vertical height above the first or second railway tracks.